

Department of Motor Vehicles

Public Workshop

Autonomous Vehicles

Tuesday, March 11, 2014
10:00 AM

Assembly Room*
Department of Motor Vehicles
2415 First Avenue
Sacramento, California

Facilitator:
Brian G. Soublet
Assistant Chief Counsel
Department of Motor Vehicles

I. Opening

1. Introductions
2. Housekeeping

II. Discussion of Regulation Outline (attached)

III. Next Steps

IV. Closing Remarks

* The Assembly Room is located in a secure area of the building so please check-in at the security station. Parking near the headquarters complex is limited so please plan accordingly.

Please send comments to LADRegulations@dmv.ca.gov

Outline Content

- I. Definition of Terms
- II. Application for General Operation of Autonomous Vehicles on Public Roads.
- III. Safety Standards.
- IV. Vehicle Registration Requirements.

I. Definition of Terms

1. Operator when there is a driver in the vehicle
2. Operator when there is no driver in the vehicle
3. Complete Stop – when there is a technology failure.
4. Parking Valet
5. Other terms as needed

II. Application for General Operation of Autonomous Vehicles on Public Roads. Submit application to include:

1. Indication whether vehicles will be operated without a driver

2. Evidence of insurance, self-insurance, or bond

3. Mandatory Certifications:

- a. A mechanism to disengage that is easily accessible to the operator/driver
- b. A visual indicator in the cabin that the technology is engaged
- c. A system to safely alert the operator that there is a technology failure and the system either: requires the operator to take control, or is capable of coming to a complete stop.
- d. The vehicle allows the operator to take control in multiple manners
- e. The autonomous technology meets Federal Motor Vehicle Safety Standards and performance standards that are in California and federal law.
- f. The autonomous technology does not make inoperative any safety standard.
- g. Black Box requirement – the vehicle records sensor data 30 seconds before a collision.
- h. Evidence of Testing - The manufacturer is the holder of a testing permit and has tested the vehicle for a period of time on public roads in compliance with testing standards.
 - For testing that has occurred outside of California the manufacturer must include: location of testing; conditions under which vehicles were tested; time spent testing; number of testing miles; number of vehicles tested; accidents while testing; and, disengagements of the technology for safety reasons while testing.

4. Additional Certifications:

- a. The vehicle's autonomous technology has been programmed to obey all traffic laws.
- b. The vehicle' autonomous technology has cyber-security protections.

5. Disclosure of Vehicle Capabilities:

- a. Technology capabilities – Level
- b. Planned type of use: urban street, highway, parking valet.

6. Operator Knowledge and Skills:

- a. Defining who is responsible for ensuring end users have adequate knowledge of the autonomous technology and ability to operate it safely.
- b. Special driver's licensing requirements for end users.
 - Written tests.
 - Drive tests
 - How to test when vehicles will have different capabilities.

III. Safety Standards

1. Manufacturer Safety Officer and submission of manufacturer safety plan.
2. Third-party certifier for verification of the procedures utilized by manufacture to certify safety.
3. Operator responsible for ensuring that vehicle obeys all traffic laws.
4. How traffic violation points will be assessed.
5. Matters that the department should consider necessary based on the level of autonomy including whether to require a driver present in the vehicle.

IV. Vehicle Registration Requirements

1. The registration record reflects that the vehicle has autonomous capability, or formerly had autonomous capability if the technology has been removed.
 - a. Identification of the level of autonomous technology incorporated in the vehicle.
2. Special license plates for vehicles capable of operating without the presence of a driver inside the vehicle.